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NAVIGATION BEGINS ON MANY RIVERS;
NEW IMPROVEMENTS IN RIVER BOATS

EMAYYGI RIVER NAVIGATION OPENS -- Sovetskaya Estonia, No 67, 22 Mar 49

On 21 March 1949 navigation began on the Emayygi River. The Diesel ship Shipovka will serve the Tartu-Khaasla-Luunyya-Myaksa-Kavastu-Kastra Line, and the steamer Kingisepp will soon be put into service on the Tartu-Praaga Line.

NAVIGATION BEGINS ON YUZHENNY BUG -- Pravda Ukrainskaya, No 67, 22 Mar 49

Navigation began on the Yuzhnyy Bug River on 21 March 1949. The first runs of the season were made by the motor cutter Bf-51 and the steamship Frunze, out of Nikolayev.

MOSCOW-MOLOTOV LINE TO OPEN -- Pravda Ukrainskaya, No 67, 22 Mar 49

Preparations are under way for the opening of the Moscow-Molotov passenger steamer line, which has a run of 2,313 kilometers. Nine comfortable Kama and Volga steamers will be used. The round trip by water takes 17 days.

ILI RIVER ICE BREAKS -- Kazakhstanskaya Pravda, No 51, 13 Mar 49

It was reported 13 March 1949 that the ice on the Ili River had begun to break.

ICE BREAKS ON DNEPR -- Krasnyy Flot, No 69, 24 Mar 49

A TASS dispatch, dated 23 March 1949, reported that ice on the Dnepr had begun to break in the Kiev area.

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NAVIGATION TO BEGIN ON MOSCOW CANAL -- Pravda, No 79, 20 Mar 49

The Canal imeni Moskva between the Moskva and the Volga rivers is free of ice, and preparations for navigation are almost completed. The Diesel ship *Iosif Stalin* is ready for operation. Ten new Diesel passenger ships will operate out of Moscow, and the Kalinin Ship-Repair Works will put out ten new passenger cutters. A number of barges will be added to the freight fleet. New loading and unloading machinery has been installed in the northern and western ports of Moscow. New passenger lines between Moscow and Yaroslavl', Moscow and Mel'itol', and Moscow and Stalingrad are to be opened.

NEW DEVELOPMENTS IN RIVER TUGBOATS -- Rechnoy Transport, No 24, 24 Mar 49

Workers of the river fleet are remodeling and improving the 400-horsepower turbines turned out in 1947 and 1948 by the "Leninskaya Kuznitsa" Shipbuilding Plant at Klav. Experiments have shown that the most efficient rate of operation is achieved by 42-percent inflation (napolneniye) of high-compression cylinders rather than by the 50-percent inflation formerly used. As a result, the specific pulling force (udel'noye tyagovoye usiliye) is increased 16.1 percent. The enlarging of the paddle wheel blades (plitsa) from 650 millimeters to 730 millimeters raised the specific pull (udel'naya tyaga) from 12.37 kilograms per horsepower to 14.2 kilograms per horsepower.

As an experiment, four types of wheel hubs (kolesnaya vtulka) are being tried out on various units of the fleet. Results so far have indicated that bronze hubs are much inferior to those made of cast iron or TsAM-10-5 zinc alloy and to floating steel ones.

NEW SHIPS FOR RSFSR RIVER FLEET -- Krasnyy Flot, No 69, 24 Mar 49

Thirty new tugboats with metal hulls will be put into operation in April by the RSFSR river fleet. The introduction of 150-horsepower ships on the larger rivers is also scheduled.

KAZAKH SSR TO EXPAND TRANSPORT FLEET -- Kazakhstanskaya Pravda, No 36, 22 Feb 49

At present there are three steamship lines in Kazakh SSR, the Verkhne-Irtyshskoye, the Balkhash-Iliyskoye, and the Ural Lines. There is also the Azov Line. The Balkhash-Iliyskoye and Ural Lines have been put under the Republic Administration for Development for transport of the Tobol, Ishim, Syr-Dar'ya, and other rivers. Construction of cutters and shallow-draft barges has begun.

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